

IN RAILWAY CIRCLES

DENVER MERCHANTS WORKING FOR THE MEN WHO STRUCK.

The Rio Grande earnings show a healthy increase—change in time on the Union Pacific—Railway Notes.

The employees of the Union Pacific and other Pacific, Denver & Gulf, who went out during the recent strike, have begun circulating a petition among business men asking the officials of the two roads to take back those men who quit on the order of Debs and the A. R. T. A like effort is being made along the entire line of these roads, and the matter has been taken cognizance of by General Manager Dickinson, of the Union Pacific, says the Denver Republican. That official is said to be on his way westward now to look over the situation and to consider carefully the request of the tide men. The road, the two roads in fact, have succeeded up to this in refusing jobs to all men who went out in the strike in spite of constantly expressed intention of making no discrimination. Neither have they been willing to put these men to work and the result is that there is considerable distress among them.

The following is the petition which is being circulated among the business men of the city for signatures:

"Denver, Colo., Aug. 24, 1894.

To General Manager Union Pacific and

Union Pacific, Denver and Gulf railroads:

We, the undersigned merchants and

shippers, business men and citizens of

the city of Denver, present this petition

to you, requesting that you reinstate

all the employees residing in Denver

on their respective roads, who lost

their places during the strike, and

We recommend this on account of the

peaceable and honorable action of these

men during the trouble. They com-

mitted no violence of any crime, but

simply quit work, as judges Campbell,

Hallett and Riner decided they had a

right to do.

Considerable success has been met in

the committee which has been met

in charge, and the men hope that they

will accomplish their object. They

trust that there is much encourage-

ment for them in the fact that which

Manager Dickinson has begun to take.

RIO GRANDE EARNINGS.

Business is much better this year

than last.

The following table shows the Rio

Grande earnings for the third week of

August and for the fiscal year to date.

For the week—

1894. 1893.

Freight—\$29,600 \$27,200

Passenger—27,000 24,000

Express, mail, etc.—17,800 15,000

Total—\$74,400 \$66,200

Increase, \$8,200 or 10.9 per cent.

For the fiscal year to date—

1894. 1893.

Freight—\$1,400,000 \$1,300,000

Passenger—1,200,000 1,100,000

Express, mail, etc.—1,100,000 1,000,000

Total—\$3,700,000 \$3,400,000

Increase, \$300,000 or 8.8 per cent.

Change in Time on Union Pacific.

Thursday, Aug. 30, the Union Pacific

will make a very important change in

time of its train No. 7, and effective

that date this train will arrive at Salt

Lake at 11:10 p. m. instead of 4:35 p. m.

This is the first change in the time

from Omaha, Kansas City, Denver and

intermediate points and is the Union

Pacific train used by the Park city

people.

The change will be particularly bene-

ficial to the Park city people inasmuch

as it will cut down the time between

Park city and Salt Lake about three

and one-half hours, and will, of course,

make the same reduction in time from

points east.

MR. WADLEIGH TALKS.

Returns to Denver from his Salt

Lake Trip.

F. A. Wadleigh, assistant general

passenger agent of the Denver & Rio

Grande road, returned yesterday from

a visit to Salt Lake, says the Denver

News. During his absence, Mr. Wad-

leigh completed arrangements for an

excursion party of sixty that will come

to Denver from the Atlantic city line.

He reports that the hotels and resorts

along the route of the Rio Grande road

are enjoying an old-time boom and busi-

ness of the season has far exceeded

expectations. The new activity ex-

tends as far as Salt Lake and promises

to show handsome returns as the season

advances.

Yesterday Mr. Wadleigh was occupied

in putting plans into effect for encourag-

ing immigration to Colorado. Captain

Tibbitts will leave this week for

Omaha and Kansas City, and is ex-

pected that the effect of his work will

be seen in the harvest excursions that

are due to arrive in Colorado, during

the month of September. Extra ad-

vertisements will be extended to the

burned-out district to visit El Dorado

and look over the irrigated

regions with a view of making "Colorado

their home." It is estimated that the

Denver & Rio Grande line will easily

furnish business for 100,000 farmers. The

area includes not only the wonderful

Salt Lake valley, but the valleys of the

Utah and Gunnison rivers and the

region of Montezuma and other coun-

ties of southwestern Colorado.

"The indications are that the move-

ment into this place by the Pacific

in its history," said Mr. Wadleigh, in

answer to a question. "Inquiries are

pouring in from Kansas, Nebraska,

Iowa, Missouri and Illinois, and there

seems to be a general awakening in the

farming world upon the subject of irri-

gation and its importance in determi-

ning the size of crops. The Denver &

Rio Grande passenger department ap-

plies the importance of the matter

while the iron is hot, and we will do

everything in our power to encourage

a good class of immigration to Colo-

rado."

Other railroads have taken a hand in

the movement, and the Missouri Pa-

cific and Santa Fe are conveying hun-

dreds of land-seekers daily from the

east into the arid valleys of the West.

Sample, general passenger agent of the

Gulf road, is embarking in the work

and is carrying on an extensive cor-

respondence with parties having Colo-

rado in view as a place of permanent

abode. It is noticeable that the in-

quiries are almost unanimous in their

desire to locate upon land that is under

irrigation.

Both freight and passenger business

on all the Colorado lines is upon the

increase. It is the opinion of conserva-

tive railroad managers that the cur-

rent period has been one of the best

in this time forward all branches of busi-

ness will show an upward tendency.

A similar feeling appears to prevail in the

east, as Denver & Rio Grande stock

prices are 2 cents a share within a few

weeks and is still moving higher.

If silver goes to 70 or 75 cents and shows

a probability of a degree of steadiness

at those figures many of the mines

will be reopened and the entire state

will feel the effect.

Railway Notes.

For the bicycle races at Provo to-

morrow, a special rate of one fare for

the round trip has been made.

Mr. R. W. Bryan has resigned as

general superintendent of the Great

Northern and Montana Central rail-

roads.

A great interest is taken in the ten-mile

cycle road race at Garfield to be held

Monday night and the prize offered

will call forth their best efforts.

The Ogden Veteran Firemen and the

Ogden band and baseball team will

come down from the Junction City at

10:10 this morning and at once pro-

ceed to Garfield beach, joining the Salt

Lake Veterans and Held's Military

band for the big excursion at that re-

spect.

Mr. C. H. Jenks, formerly superin-

tendent of the Montana Central, which

position he resigned last January, has

been appointed superintendent of the

north division of the Great North-

ern, with headquarters at Grand Forks,

N. D., in place of Mr. C. C. Ponsonby,

transferred.

Mr. P. P. Shelby has resigned as gen-

eral manager of the Seattle & Mont-

clair, Fairbanks & Southern and West-

minster Southern roads, comprising the

coast lines of the Great Northern sys-

tem, and Mr. C. H. Warren, who is

general manager of the Great North-

ern, has been appointed to succeed him.

Mr. Shelby has been general manager

of the coast lines since May, 1892, and

was formerly general traffic manager

of the Great Northern. It is stated that

Mr. Shelby will continue in the service

of the road and that he will have

charge of traffic matters on the coast.

Characteristics of Hood's Sarsaparilla.

The largest sale, the most mod-

est, the greatest cures. Try it, and re-

alize its benefits.

If you want a hat perfect in all its

details call for the celebrated "Miller."

BROWN, TERRY & WOODRUFF CO.,

142 Main street.

To Glenwood Springs and return only

\$15.50. Tickets good thirty days. Rio

Grande Western Midland route. Be

sure you ask for tickets that way.

GARFIELD BEACH TRAINS.

Commencing July 10 Garfield beach

trains will run as follows:

Leave Arrive Leave Arrive

Salt Lake Garfield Salt Lake

7:45 a. m. 12:00 p. m. 12:00 p. m.

10:20 a. m. 11:00 a. m. 1:40 p. m.

2:40 p. m. 3:40 p. m. 4:00 p. m.

5:00 p. m. 5:25 p. m. 6:00 p. m.

6:30 p. m. 6:40 p. m. 7:20 p. m.

8:10 p. m. 8:20 p. m. 8:40 p. m.

9:40 p. m. 10:00 p. m. 10:40 p. m.

xDaily except Sunday. yDaily except

Monday.

Olson's orchestra in attendance every

afternoon, singing, dancing, bathing

and swimming. Fare for round trip

50 cents. City ticket office 201 Main

street. D. E. BURLEY.

Gen'l. Agt. Passgr. Dep't.

PROBATE COURT ORDERS.

IN THE PROBATE COURT IN AND

for Salt Lake county, territory of Utah.

In the matter of the estate of Wagon

Wagon, deceased, the undersigned

is hereby given that Soren C. Wagon

executor of the estate of Wagon Jacob

Wagon, deceased, has filed in said

court his final account of said estate

and the day of said account is the

residue of said estate among the per-

sons entitled thereto, and that Wednes-

day, August 28, 1894, at 10 o'clock a. m., at the court

room of said court in the county court

house, Salt Lake city, the said court

will receive said account, and will

adjudge and settle the same, and will

appoint a receiver of said estate, and

will distribute the same among the

persons entitled thereto, and that any

person interested in said estate may

appear at said court, and object to

any account, and may object to any

distribution, and may object to any

receiver, and may object to any

distribution, and may object to any

receiver, and may object to any

distribution, and may object to any

receiver, and may object to any

distribution, and may object to any

receiver, and may object to any

distribution, and may object to any

receiver, and may object to any

distribution, and may object to any

receiver, and may object to any

distribution, and may object to any

receiver, and may object to any

distribution, and may object to any

receiver, and may object to any

distribution, and may object to any

receiver, and may object to any

distribution, and may object to any

receiver, and may object to any

distribution, and may object to any

receiver, and may object to any